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ALLEN E. PAULSON, Gulfstream Aerospace chairman and former chairman of the General Aviation Manufacturers Association, has pulled Gulfstream out of GAMA and joined Aerospace Industries Association. GAMA officials expressed regret at Gulfstream's departure from the organization, but said it will not have a major impact on GAMA's financial position or ability to function. Gulfstream's action temporarily reduces GAMA membership to 33 companies, but the Detroit Diesel Allison Division of General Motors is expected to formally join GAMA later this month.

GULFSTREAM also is engaged in some interesting discussions with the Commerce Department's Office of Patents and Trademarks, which issued a cease and desist order this month prohibiting Gulfstream from public disclosure of information regarding development of the company's Free Turbine Noise Suppressor system. The Commerce Department order is puzzling because Gulfstream officials have talked freely about the program, which involves major participation by the Soviet Lyulka Design Bureau, since it was first announced last summer *(BA, June 11/187).* Gulfstream recently distributed photos of the cowling designed to house the FTNS system *(BA, Feb. 11/64).*

NATIONAL AIR TRANSPORTATION ASSOCIATION is warning that action being contemplated by the United States Information Agency may have an adverse effect on flight training for foreign nationals conducted under the J-1 Visa program. NATA said USIA is preparing a notice of proposed rulemaking that suggests significant changes in the J-1 program. Those changes may include a limit on the number of foreign students who could take flight training in the U.S. and a reduction in the terms of their visas from the current 18 months to 12 months.

INDUSTRY, COMMUNITIES AT ODDS ON FAA'S AUTHORITY TO OVERSEE NOISE POLICY

Aviation industry and local communities, in comments sent to the Federal Aviation Administration regarding establishment of a national noise policy *(BA, Feb. 4/47),* disagree on the extent to which a local authority can impose restrictions on aircraft.

National Business Aircraft Association said the Congressional mandate for a national noise policy allows local communities to adopt Stage 2 restrictions, but only "if certain requirements are met. The 1990 Act did not automatically sanction any restriction on Stage 2 aircraft," the association said. NBAA said the Airport and Airway Improvement Act of 1982 states recipients of federal airport grants must agree to keep their airports open to the public on "fair and reasonable terms and without unjust discrimination." FAA, however, has not tied noise restrictions to grant assurances because it did not have a national noise policy to follow, NBAA contended. "The 1990 Act changes the situation. It provides, for the first time, detailed statutory Stage 2 restrictions," NBAA said, that limit how far Stage 2 restrictions may go without violating grant assurances.

NBAA recommended that FAA use a contour of 65 dB as a "proper place to draw the line as to what would normally be 'fair and reasonable' access under grant assurances." NBAA added that FAA should require local municipalities to submit "clear and convincing evidence" on Stage 2 restrictions that exceed the limits necessary to achieve a 65 dB contour. "This 65 dB line of demarcation is well-established in FAA noise policy and regulations as well as in federal policy generally. Interagency guidelines... have used 65 dB as the appropriate boundary for compatible residential use. The 65 dB contour has also been used by FAA in reports

(Continued on the following page)

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FEDERAL AVIATION ADMINISTRATION Friday adopted new air traffic control procedures "to prohibit the current practice of authorizing aircraft at night to taxi onto a runway from an intersecting taxiway and hold there." Effective immediately, language added to the Air Traffic Control Handbook states that between sunset and sunrise, "do not authorize aircraft to taxi into position and hold at an intersection. Additionally, do not authorize an aircraft to taxi into position and hold at any time when the intersection is not visible from the tower." FAA action came two weeks after a USAir 737 landing at Los Angeles International Airport crashed into a Skywest Metro III, claiming 34 lives. Preliminary investigation of that accident indicates the SkyWest aircraft had been cleared onto the runway by a controller shortly before the collision.

* * *

JOHN BOPPART has been named president of Garrett's Auxiliary Power Division in Phoenix, Ariz. Boppart will report to Robert Choulet, president of the Allied-Signal Aerospace engine group, who has been acting president of the APU division since last February. Boppart, a 38-year veteran of Garrett, has been president of AiResearch Manufacturing Co., the forerunner of AiResearch Los Angeles Division, since 1986.

* * *

ACCIDENTS AND MAJOR INCIDENTS involving 54 turboprops that occurred during 1990 in both the U.S. and overseas are detailed in charts *on Pages 77-78.* Information was compiled by Robert E. Breiling Associates of Boca Raton, Fla., which specializes in analyses of business turbine aircraft accidents. Detailed narrative descriptions of the circumstances surrounding each accident/incident, plus those involving business jets and turbine-powered helicopters, is available in the *1990 Turbine Aircraft Accident Analysis*, published by the company. For more information, contact Robert E. Breiling Associates, 6020 N. Federal Highway, Suite 4, Boca Raton, Fla. 33487 or call (407) 338-6900.

* * *

FEDERAL AVIATION ADMINISTRATION'S Air Transportation Personnel Training and Qualifications Advisory Committee will meet Feb. 28 at Transportation Department headquarters in Washington, D.C. The meeting will include progress reports from the pilot training and cabin safety/operations subcommittee and working groups focusing on air carriers, general aviation and ab initio training. For more information, contact Jean Casciano in the Office of Rulemaking at (202) 267-9683.

* * *

MARC FRUCHTER, president of Marc Fruchter Aviation, purchased the assets and leases of the Million Air facility at Reading, Pa. Regional Airport for more than $1 million. The FBO will remain as part of the Million Air chain. Fruchter, who manages a seven-plane charter service, will operate Million Air Reading as a wholly owned subsidiary of his firm.

* * *

ALLIED-SIGNAL AEROSPACE COMPANY'S Garrett General Aviation Services Division has moved its engine shop facilities at Luton International Airport, U.K. into a 16,000-square-foot hangar. The new shop will provide major repair services for both TPE331 and TFE731 powerplants. Prior to the move, the engine shop only serviced TPE331 engines. Garrett said it expects to complete an additional 38,000-square-foot hangar later this year to increase its maintenance capabilities to include airframe and avionics services, fuel and aircraft hangarage and handling.

* * *

FEDERAL AVIATION ADMINISTRATION has scheduled a series of hearings to discuss local aircraft noise restrictions and a phaseout of Stage 2 aircraft. Hearings will be held on March 5 at the Ramada Hotel/Old Town in Alexandria, Va.; on March 11 at the Rosemont O'Hare Exposition Center in Rosemont, Ill.; and on March 14 at the Radisson Hotel in Seattle. Those wishing to present oral or written statements should contact Linda Williams in the FAA Office of Rulemaking, ARM-1, 800 Independence Ave., S.W., Washington, D.C. 20591; telephone: (202) 267-3484.

* * *

BEECH AIRCRAFT appointed Joseph Furnish as vice president-aircraft design and Stephan Hanvey as vice president-technical engineering. Furnish joined Beech in 1987 as division manager-Starship where he was responsible for all composite design engineering. He subsequently was promoted to division manager-aircraft design. Hanvey formerly served as deputy program manager on the AH-64 Apache helicopter program for McDonnell Douglas Helicopter Company in Mesa, Ariz.

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1990 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-01-09	MU-2K	Crash landed in swamp short of runway	N606HB	FL	Ldg	Pers	-	S
01-17	CE-208A	Collided with mountain during cruise	N835FE	CO	Cru	Cargo	1	D
01-18	BE-100	Over run by ldg.airline during ldg.roll	N44UE	GA	Ldg	Ferry	1	D
01-19	MU-2B	Lost control TO following engine surge	N99SR	FL	TO	Pers	-	S
01-21	BE-300	Crashed landing, fire followed	HI578SP	S.Am	Ldg	Pass	-	D
01-23	MU-2B	Ldg. gear failed to extend, gr. up ldg.	N40RP	TN	Ldg	Cargo	-	S
01-29	CE-208B	Collided with trees/powerlines, takeoff	N4688B	VT	TO	Cargo	2	D
01-29	CE-208B	Struck ground following TO in IMC	N854FE	NY	TO	Cargo	1	D
01-31	CE-425	Crash during landing, VMC conditions	N6846D	GA	Ldg	Pers	-	S
02-05	G-159	Landed long, overshot runway	HK3316	S.Am	App	Pass	-	D
02-09	MU-2B	Taxi into other aircraft	N349MA	NJ	Txi	Cargo	-	S
02-09	MU-2B	Lost control clb.following eng.shutdown	N64MD	SD	Clb	EMS	1	S
02-13	BE-200	Crash during app. following power loss	N110LT	NC	App	Pass	2	D
02-13	BE-90	Nose gear collapsed landing	N57TM	PA	Ldg	Ferry	-	M
02-14	MU-2B	Rapid descent into ground from cruise	N300CW	TX	Desc	Pass	5	D
02-14	BE-200	Left main gear collapsed landing	N35EC	IO	Ldg	Pass	-	M
02-19	PA-31T	Landed hard following inst.appr. in IMC	N222GW	GA	Ldg	Pass	-	S
02-27	CE-208	Crash during ILS in IMC,icing conditions	N820FE	CO	App	Cargo	1	D
02-27	BE-100	Crash during instrument approach in IMC	N696JB	TX	App	Pass	-	D
03-05	CE-208A	Emerg.landing following power loss, cru.	N812FE	WY	Cru	Cargo	-	N
03-20	BE-200	Landed with rt. gear partially extended	N1128M	IN	Ldg	Pass	-	M
03-28	BE-100	Crash approach in IMC, fog, drizzle	N696JB	TX	App	Pass	-	D
04-01	SA-226	Ran off rwy. following engine out ldg.	N540MC	GA	Ldg	Pers	-	M
04-01	SA-227AC	Pilot "dozed off" overstressed aircraft	N27220	CA	Cru	Ferry	-	S
04-17	690A	Failed to extend landing gear prior ldg.	N57175	WI	Ldg	Pass	-	S
05-03	CE-441	Acft missing on flt. from Miami to Aruba	N1211C	Aruba	Cru	Pass	2	D
05-20	SA-226	During taxi, prop hit ground crew	N161RS	ID	Txi	Pass	1	M
05-28	KA-90A	Crashed 4 mi.short of runway, Algeria	N707CE	Algeria	Desc	Pass	6	D
06-06	CE-208A	Overran rwy. during engine out approach	N803FE	CA	Ldg	Cargo	-	S
06-20	PA-31T	Crash during precautionary approach,VMC	YV2200P	FL	Desc	Pers	1	D
07-02	MU-2B	Inflight propeller blade separation	N722DM	FL	Cru	Othr	-	M
07-14	CE-441	Crash, cause unknown. Columbia, SA	N5511WP	S.Amer	App	Pass	2	D
07-27	CE-208	Engine out app. crash short of runway	N105YV	NM	App	Cargo	-	S

Source: Robert E. Breiling Associates

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1990 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	PURP	FTL	DAM
90-08-22	BE-90	Left main gear collapsed on landing roll	N20WST	FL	Ldg	Ferry	-	M
08-23	G-159	Veered left and crashed on lift off	N80RD	TX	TO	Pass	3	D
08-24	PA-31T	Crash following engine shutdown,IFR app.	N85HB	MA	App	Pass	3	D
09-06	MU-2	Veered on TO, crash on initial climb	N82MA	TN	TO	Ferry	1	D
09-22	690B	Crash into lake during approach in IMC	N81628	NY	App	Pass	-	D
10-02	BE-90C	Gear collapsed during landing roll	N7128J	FL	Ldg	Ferry	-	S
10-03	690B	Severe turb.encounter,uncontrolled desc.	N691WM	MD	Cru	Pass	-	S
10-12	SA-26AT	Fuel exhaustion during approach	N690X	PA	App	Ferry	-	D
10-12	690C	Disappeared from radar during cruise	N45Q	AK	Cru	Pass	3	D
11-03	680V	Pitched over into lake during VFR app.	N541F	FL	App	Pass	2	D
11-13	BE-90A	Crash on final during training flight	N2EP	FL	Ldg	Tra	3	D
11-16	690A	Nose gear coll. landing, training flight	N8535	AL	Ldg	Tra	-	S
11-29	PA-31T	Veered on short final, crashed inverted	N1879W	IO	App	Pers	1	D
11-30	CE-441	Veered off runway side during landing	N1WB	FL	Ldg	Pers	-	M
11-30	690A	Collided with mountains, night VMC	N400N	WA	App	Pass	5	D
12-04	690C	Hard landing, nose gear collapse	N840MD	WV	Ldg	Pass	-	S
12-05	CE-441	Crash, circumstanses unknown	F-ODUK	Tahiti	App	Pass	3	D
12-14	PA-31T-2	Inadvertent gear up landing	N888PT	TX	Ldg	Pers	-	S
12-17	BAe-31	Ran off runway during landing roll	N903FH	TN	Ldg	Pass	-	S
12-21	CE-208	Hit high terrain during cruise, night	N9444F	AK	Cru	Cargo	1	D
12-26	BE-90	Crash landing alongside roadway	N275DP	FL	Ldg	Pass	-	S

Information is based on preliminary reports and subject to change as investigation continues

Source: Robert E. Breiling Associates

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